



PORT OF SAN FRANCISCO
SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

COMMERCIAL & RECREATIONAL SUBCOMMITTEE

AGENDAS AND MINUTES

1992

(Some of the Agendas and Minutes of this Subcommittee are missing.)

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SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

INDUSTRIAL SUBCOMMITTEE
COMMERCIAL & RECREATIONAL SUBCOMMITTEE

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AGENDAS

FEB 4 1992

Tuesday, February 4, 1992

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The San Francisco Port Commission's Waterfront Plan Advisory Board is divided into two subcommittees for Phase I of the waterfront planning process. One subcommittee will focus on Industrial Water-dependent uses; the other will address Commercial and Recreational Water-Dependent uses. The subcommittees will hold back-to-back meetings at the Port's office (Ferry Building, Suite 3100), in the Port Commission Room; the Industrial subcommittee will meet from 3:00-5:00 p.m., and the Commercial/Recreational subcommittee will meet from 5:30-7:30 p.m. The agendas for this meeting are as follows:

INDUSTRIAL SUBCOMMITTEE (3:00-5:00 p.m.)

1. Introduction of Subcommittee Co-Chairs & Members
2. Approval of Minutes from Advisory Board Meeting of 1/7/92
3. Staff Report & Introduction of Industry Representatives
4. Staff Presentation of draft Profile of Container Shipping Operations
5. Public Comment

COMMERCIAL & RECREATIONAL SUBCOMMITTEE (5:30-7:30 p.m.)

1. Introduction of Subcommittee Chairs & Members
2. Approval of Minutes from Advisory Board Meeting of 1/7/92
3. Staff Report & Introduction of Industry Representatives
4. Staff Presentation of draft Profile of Passenger Cruise Industry
5. Public Comment

Copies of the Waterfront Plan Advisory Board subcommittees minutes from the meeting of February 4th will be available for public review as of February 11, 1992. A copy of the minutes will be mailed to you if you telephone 274-0354 and leave a message stating your name, mailing address, and the document that you are requesting.

If you have comments or inquiries regarding the above, or any matter related to the Port's waterfront planning process, please telephone 274-0354 and leave a message, and a Port staff member will contact you as soon as possible.

SCHEDULE FOR WATERFRONT PLAN ADVISORY BOARD SUBCOMMITTEES
JANUARY - MAY 1992

[NOTE: This schedule may change, please call 274 - 0354 to confirm, or check the Agenda Notice mailed one week prior to the meeting date.]

The first phase (Phase I) of work for the Waterfront Plan is scheduled for completion during January to May 1992. During this period, the Waterfront Plan Advisory Board will divide into two subcommittees. Once the subcommittees have been organized, each will evaluate and discuss a group of shipping and water-dependent industries to evaluate their land use implications for the Waterfront Plan.

One subcommittee will focus on Industrial shipping and water-dependent uses; the other will address Commercial and Recreational shipping and water-dependent uses. The subcommittees will hold back-to-back meetings at the Port's office (Ferry Building, Suite 3100), in the Port Commission Room; the Industrial subcommittee will meet from 3:00 - 5:00 p.m., and the Commercial/Recreational subcommittee will meet from 5:30 - 7:30 p.m. Each subcommittee meeting will focus attention on one or a small group of shipping and water-dependent uses, as indicated below.

Tuesday, February 4: Subcommittee sessions begin.

- 3:00 - 5:00 p.m. (Industrial subcommittee): Profile of Container Shipping Operations
- 5:30 - 7:30 p.m. (Commercial & Recreational subcommittee): Profile of Passenger Cruise Industry

Wednesday, February 19:

- 3:00 - 5:00 p.m. (Industrial): Profile of Other Cargo Handling Operations (e.g. neo-, break-, dry-, liquid-bulk)
- 5:30 - 7:30 p.m. (Commercial & Recreational): Profile of Passenger Ferries

Tuesday, March 3:

- 3:00 - 5:00 p.m. (Industrial): Profile of Ship Repair and Vessel Maintenance
- 5:30 - 7:30 p.m. (Commercial & Recreational): Profile of the Passenger Excursion Industry

Wednesday, March 18:

- 3:00 - 5:00 p.m. (Industrial): Profile of Fishing and Fish Processing
- 5:30 - 7:30 p.m. (Commercial & Recreational): Profile of Small Boat Marinas and Boat Clubs, and Historic Ships and Temporary or Ceremonial Berthing Facilities

Tuesday, April 7:

- 3:00 - 5:00 p.m. (Industrial): Presentation of Information on Support Services to Industrial Maritime Activities
- 5:30 - 7:30 p.m. (Commercial & Industrial): Presentation of Information on Support Services to Commercial and Recreational Activities

Tuesday, April 21 (NOTE: This meeting date is scheduled in lieu of a meeting on the third Wednesday of the month):

- 3:00 - 5:00 p.m. (Industrial): Presentation on the Potential for Attracting and Developing New Industrial Activities at the Port
- 5:30 - 7:30 p.m. (Commercial & Recreational): Presentation on the Potential for Attracting and Developing New Commercial or Recreational Activities at the Port

Tuesday, May 5: Final Subcommittee Sessions.

- 3:00 - 5:00 p.m.:
Each subcommittee will review and comment on final drafts of land use profiles prior to presentation to the full Waterfront Plan Advisory Board.
- 5:30 - 7:30 p.m.:

Wednesday, May 20: The full Advisory Board reconvenes, after completing all subcommittee sessions. The 4:30 meeting time will be resumed. The profiles produced by each of the subcommittees will be presented and discussed.

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~~SAN FRANCISCO PORT COMMISSION~~
~~WATERFRONT PLAN ADVISORY BOARD~~

~~MINUTES~~
~~RECREATIONAL SUBCOMMITTEE~~
~~Meeting of February 4, 1992~~

Attending Board Members: Co-chair Moylan, Co-chair Roth, McCarthy, Moy, Woeste, Scott, Cervantes, Bierman, Viera, Boston

Absent Subcommittee Members: Conley, Secchitano

Attending Port Staff: Huerta, Lung, Dailey, Florin, Osmundson, Lai

1. Administrative Business

Co-chair Moylan called the meeting of the Recreational Subcommittee to order at 5:35 p.m. The subcommittee members introduced themselves to the cruise industry representatives in attendance. Co-chair Moylan informed the subcommittee of the changes in the board membership caused by the death of Jack Morrison, and also informed the subcommittee that Larry Florin would be taking over Diane Oshima's responsibilities while she is on maternity leave. Co-chair Moylan also announced that the subcommittee meetings were being tape recorded. The subcommittee members voted unanimously to approve the minutes of the January 7, 1992 meeting.

2. Cruise Industry Profile

Lung provided a brief introduction, and Dailey then introduced the industry representatives in attendance:

Stein Kruse, Chief Operating Officer and Executive Vice President, Seven Seas Cruise Lines.

Susan Lethbridge, Vice President, Seven Seas Cruise Lines

Michael Nerney, Manager of Operations, Williams Diamond & Company

Carol McDonald, Vice President of Marketing, Royal Cruise Line

Bruce Setloff, Director of Passenger Services, Royal Cruise Lines

Lung then provided an overview of the "Cruise Industry Profile Report" that the Port staff had prepared for the Advisory Board. She summarized the report by stating that the Port had made a decision to build a new cruise terminal, and that the Advisory Board may want to evaluate this decision. She also suggested that the main questions that the Advisory Board would want to focus on were the validity of the assumptions that the Port made, and the assistance that the industry representatives could provide in evaluating these assumptions.

The discussion began with an overview of the cruise market worldwide. The industry experts discussed the rapid growth in the overall cruise market and some of the general trends in the market that have affected this overall growth. This growth was put into perspective by Carol McDonald who explained that the Caribbean represents 2/3 of the North American cruise market, that North Americans represent 90% of the world wide passenger market, with 15% of all North American passengers coming from California.

San Francisco's position in the market was also discussed, and it was explained by the industry that San Francisco is geographically isolated from any prime cruise destinations. Vancouver and Los Angeles are one to two sailing days closer to Alaska and Mexico (respectively), which are the most popular west coast cruise destinations. With consumers wanting shorter and less expensive cruises, the extra time and expense to come to San Francisco is not usually worth it.

The Advisory Board then asked industry representatives about what factors could cause them to consider increasing their calls in San Francisco. The industry representatives unanimously agreed that the only possibility for significant growth would be the amendment of the U.S. Passenger Service Act. The Passenger Service Act restricts foreign flagged vessels from operating one-way cruises between U.S. ports, which eliminates the possibility of one-way cruises from San Francisco to Alaska or Hawaii. These cruises could potentially be short and inexpensive enough to attract more consumers.

The industry representatives explained that the majority of ship calls to San Francisco are what are known as "repositioning" cruises, where cruise lines are moving a ship from a winter cruising location (such as Mexico or the Caribbean) to a summer cruising location (such as Alaska). The cruise ships are literally passing by on their way up or down the west coast.

Stan Horn suggested that two other things that San Francisco could do to increase cruise business would be to seek legalization of gambling on board ships as many other states have done, and to try and attract a smaller cruise line that could dominate the local cruise market. The other representatives stated that they still thought that San Francisco's geography and the effect of the Passenger Service Act would prevent any cruise line from attracting much business sailing from San Francisco.

Discussion continued about the possibility of amending the Passenger Service Act, or gaining an exemption for San Francisco. Huerta summarized the efforts that have been made to date, and indicated that the seagoing labor unions are adamantly opposed to any change in cabotage laws. Huerta likened their objections to the "camel's nose problem", in that the unions felt that small changes in one aspect of cabotage could lead to many other changes.

The discussion then turned to the existing cruise operations at Pier 35. Michael Nerney described the difficulties in working cruise ships at Pier 35, due to the very narrow apron on the exterior of the pier and the narrowness of the pier shed. Mr. Nerney had discussed the operations at Pier 35 with Steve Nielsen of Princess Cruise Lines, who made the majority of ship calls in San Francisco in 1991.

Mr. Nielsen stated that Pier 35 is not "passenger friendly", despite the improvements made to the passenger lounge area in the early 1980's. Mr. Nielsen also felt that Pier 35 is not especially "vessel friendly", although the situation is not as bad for ships as it is for passengers.

The need for parking was discussed, and the industry representatives stated that the biggest need for parking in San Francisco is for visitors greeting passengers, or for specialized tours of cruise ships such as travel agent tours. The industry representatives agreed that the parking and circulation problems at Pier 35 are significant.

The discussion then turned to the impression that a cruise terminal makes on visitors. The general feeling was that the terminal makes an impression, but stated that the terminal does not dictate whether a cruise line will come here. The industry stated that they will always call in San Francisco on certain cruises no matter what happens to the terminal, but by the same token would not expect to increase calls in San Francisco for a new terminal.

The industry pointed to Vancouver as an example of a cruise terminal that makes a positive impression on visitors. They described Canada Place (the cruise terminal complex in Vancouver) as an ideal operation, although they did point out that because it was built on the footprint of an existing narrow finger pier, bus and truck circulation is very poor. This is the same problem as at Pier 35, which is a narrow finger pier. They all agreed that having commercial shops, theaters and hotels integrated into the cruise terminal makes it more attractive to passengers.

Committee member Bierman asked how the Port would finance a new cruise terminal. Co-chair Moylan responded that he felt that as long as the hotel was not on the pier, the integration of complimentary, related commercial development with the terminal was a good way to fund the improvements.

Lung then summarized the discussions. The general conclusion was that the industry representatives agreed with the assumptions contained in the "Cruise Industry Profile Report". First, because of the severe limitations on growth in San Francisco's cruise market, there would only be an occasional need for more than two berths, so that a two berth terminal would likely be sufficient. It was also agreed that the construction of a new cruise terminal will not increase the number of cruise ships that call here. However, many operational problems inherent to Pier 35 (such as poor circulation, annual dredging requirements and difficult ship servicing) could be resolved by building a new terminal at Pier 30-32. Because significant increase in cruise revenues cannot be expected, however, the Port cannot afford improvements either at Pier 35 or at Pier 30-32, and must look for other sources of funds, such as the development of complimentary commercial uses.

On a closing note, Bruce Setloff wanted to note that two of San Francisco's advantages for cruise lines are the convergence of connections at San Francisco International Airport, and that ship provisioning is done here because of the high quality and wide selection of goods, even for cruises that do not embark from San Francisco.

The meeting was adjourned at 7:30 p.m.

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Wednesday, February 19, 1992

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The San Francisco Port Commission's Waterfront Plan Advisory Board is divided into two subcommittees for Phase I of the waterfront planning process. One subcommittee will focus on Industrial Water-dependent uses; the other will address Commercial and Recreational Water-Dependent uses. The subcommittees will hold back-to-back meetings at the Port's office (Ferry Building, Suite 3100), in the Port Commission Room; the Industrial subcommittee will meet from 3:00-5:00 p.m., and the Commercial/Recreational subcommittee will meet from 5:30-7:30 p.m. The agendas for this meeting are as follows:

INDUSTRIAL SUBCOMMITTEE (3:00-5:00 P.M.)

1. Approval of Minutes from Subcommittee Meeting of 2/4/92
2. Staff Report & Introduction of Industry Representatives
3. Staff Presentation of "Profile of Other Cargo Handling Operations (Neo-, Break-, Dry-, Liquid-Bulk)"
4. Discussion with Industry Representatives
5. Advisory Board Discussion
6. Public Comment (Note: Public comments will be entertained during meeting in addition to official public comment period at the end of the meeting)

COMMERCIAL AND RECREATIONAL SUBCOMMITTEE (5:30-7:30 P.M.)

1. Approval of Minutes from Subcommittee Meeting of 2/4/92
2. Staff Report & Introduction of Industry Representatives
3. Staff Presentation of "Profile of Commuter Passenger Ferries"
4. Discussion with Industry Representatives
5. Advisory Board Discussion
6. Public Comment (Note: Public comments will be entertained during meeting in addition to official public comment period)

If you have comments or inquiries regarding the Port's waterfront planning process please telephone 274-0354 and leave a message, and a Port staff member will contact you as soon as possible.

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WATERFRONT PLAN ADVISORY BOARD

MINUTES

COMMERCIAL AND RECREATIONAL SUBCOMMITTEE
MEETING OF FEBRUARY 19, 1992

Attending Board Members: Co-chair Moylan, Co-chair Roth, Conley, Secchitano, Scott, Cervantes, Bierman, Viera

Absent Subcommittee Members: McCarthy, Moy, Woeste, Boston

Attending Port Staff: Huerta, Florin, Wyman

The meeting commenced at about 5:35p.m.

1. Administrative Matters

Co-chair Nan Roth called the meeting of the Commercial and Recreational Subcommittee to order at 5:35 p.m. Announcements were made regarding the changes in the schedule, ship repair will be moved to the April 7th meeting, and the March 3rd meeting will be a bus tour of the Port's facilities. Members of the committee, as well as the public were advised to contact the Waterfront Plan Hotline, 274-0354, if they would like to reserve additional seats for the tour. The subcommittee members voted unanimously to approve the minutes of the February 4th meeting.

2. Commuter Ferry Industry Profile

The members of the subcommittee introduced themselves to the industry representatives. Wyman introduced the industry representatives in attendance:

Eric Robinson, Manager, Ferry Service, Golden Gate Transit Ferry Division

Rob McMillan, Senior Transportation Planner, MTC

Paul Bishop, Manager Harbor Bay Maritime

Mike Fajans, Project Manager, San Francisco Bay Area Ferry Plan

Caroline Horgan, Operations Manager, Red and White Fleet

Roger Murphy, Manager, Blue and Gold Fleet

Ernest Sanchez, Manager, Oakland/Alameda Ferry Service

Cheri Sheets, Transportation Planner, City of Alameda

Wyman then provided an overview of the Commuter Ferry Industry Profile Report that the Port staff had prepared for the Advisory Board. He summarized the report by stating that all indications were that passenger ferry service would continue to be centered

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around the Ferry Building, and that as a result, the Port had made a decision to build the new Pier 1/2 ferry terminal. Wyman described the new facility and explained that it was to be financed from various public (local, state and federal) sources. Wyman then outlined the findings of the MTC Bay Area Ferry Plan study. It indicated that ferry service was likely to grow in the next decade (30% - 35%) and that it would continue to primarily serve commuters to downtown San Francisco.

The discussion began with Advisory Board members questioning the impacts of the recently enacted Americans with Disabilities Act legislation on ferry service. The Industry experts mentioned that new rules regarding passenger ferry service were currently being written and so it was premature to discuss what if any impact the new act would have on the ability of operators to provide service.

The Advisory Board then asked about the question of subsidies, and whether or not sufficient demand existed for continuing public subsidies for ferry service. The question was also raised as to how subsidies were to be evaluated in relation to the needs of other transportation modes. The industry experts mentioned that price would continue to be a very important consideration in determining usage. Currently only Red and White's Tiburon service operates without any public subsidy. If it was anticipated that ferry service would grow in the future it would continue to require subsidies to accomodate this growth. The discussion turned to Red and White's experience with the the San Francisco to Vallejo run. Although originally intended to serve as a tourist attraction for Marine World, they have found that it actually has much heavier usage for its commute run. Mike Fajans also mentioned that new technology will reduce the travel time for runs such as its Vallejo to San Francisco run in the future.

Wyman mentioned that one of the suggestions for future ferry service was to run triangular service in between three cities. Red and White mentioned that it tried that with its Tiburon-Sausalito service without a great deal of success.

Paul Bishop talked about the recent experience of Harbor Bay in starting up ferry service from the Harbor Bay development project and the general experience of having a single development operate and subsidize a commuter ferry service. The PUC has not yet granted a permit for Harbor Bay to operate due to opposition raised from citizens organizations in the East Bay. Harbor Bay will operate with a three year private start up subsidy, six cents per square foot assessment on all commercial development, and then will be forced to seek public subsidy.

Discussion turned to whether or not there was sufficient space in the Ferry Plaza Basin to accomodate anticipated growth of passenger ferry service. In conducting its evaluation, MTC used as a criteria 20 minutes per vessel per berth (18 vessels per hour at the Ferry Building) to evaluate docking space. With that space limitation in mind there was sufficient space to accomodate current demand, as well as future anticipated demand. New service is anticipated from Port Sonoma as well as from Berkeley. No additional new service will be approved if MTC determines that there is not sufficient docking space to accomodate the new service.

Currently there are five routes serving the Ferry Building and each takes a different period of time to reach the Ferry Building. There is currently no conflict with vessels reaching the Ferry Plaza Basin at the same time. The problem in the future will not be the number of routes but the fact that each will want to arrive at the same time. The analogy was made of the problems that an airport has in evaluating its space requirements. The issue for the Port is whether it must provide sufficient space to allow all ferry service to depart and berth at the times that they request. All of the industry experts expected that this could be regulated. The suggestion was raised by the Advisory Board that if demand becomes too great the Port may need a dispatcher. The ferry operators oppose this, and feel as though they have good communication between each other and are able to avoid conflicts through radio communication. The industry experts were asked if the Port was preventing growth by building at Pier 1/2 and all felt that there was sufficient maneuverability and berthing space at Pier 1/2 and Ferry Plaza. They all felt that the Ferry Plaza Basin was an ideal location for their service.

Discussion then moved to the ideal configuration for a ferry terminal. Location was determined to be the most important component, and the Ferry Plaza location was deemed the best location. Sheltered access to regional transportation connections and sheltered waiting areas for passengers were determined as the next most important considerations. It was also suggested that a new terminal should be tied to some type of commercial development for passengers waiting to board. The question was asked as to whether or not there should be sufficient space at the terminals for the ferries to be serviced. Red and White mentioned that they would like to have more space for servicing vehicles, but also expressed a reluctance to pay market rate for such space. All of the other operators felt that they currently had sufficient space to satisfy their servicing needs.

The meeting was adjourned at 7:40 p.m.

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Wednesday, March 18, 1992

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INDUSTRIAL SUBCOMMITTEE (3:00-5:00 P.M.)

1. Approval of Minutes from Committee Meeting of 3/3/92
2. Staff Report & Introduction of Industry Representatives
3. Staff Presentation of "Profile of Fishing Industry"
4. Discussion with Industry Representatives
5. Advisory Board Discussion
6. Public Comment (Note: Public comments will be entertained during meeting in addition to official public comment period at the end of the meeting)

COMMERCIAL AND RECREATIONAL SUBCOMMITTEE (5:30-7:30 P.M.)

1. Approval of Minutes from Committee Meeting of 3/3/92
2. Staff Report & Introduction of Industry Representatives
3. Staff Presentation of "Excursion Boat Industry Profile"
4. Discussion with Industry Representatives
5. Advisory Board Discussion
6. Public Comment (Note: Public comments will be entertained during meeting in addition to official public comment period)

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AGENDAS

Tuesday, April 7, 1992

The San Francisco Port Commission's Waterfront Plan Advisory Board is divided into two subcommittees for Phase I of the waterfront planning process. One subcommittee will focus on Industrial Water-dependent uses; the other will address Commercial and Recreational Water-Dependent uses. The subcommittees will hold back-to-back meetings at the Port's office (Ferry Building, Suite 3100), in the Port Commission Room; the Industrial subcommittee will meet from 3:00-5:00 p.m., and the Commercial/Recreational subcommittee will meet from 5:30-7:30 p.m. The agendas for this meeting are as follows:

INDUSTRIAL SUBCOMMITTEE (3:00-5:00 P.M.)

1. Approval of Minutes from Committee Meeting of 3/18/92
2. Staff Report & Introduction of Industry Representatives
3. Staff Presentation of "Profile of Ship Repair Industry"
4. Discussion with Industry Representatives
5. Advisory Board Discussion
6. Public Comment (Note: Public comments will be entertained during meeting in addition to official public comment period at the end of the meeting)

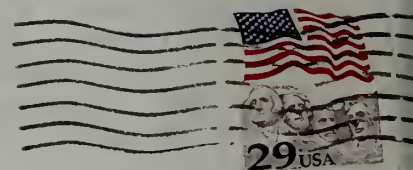
COMMERCIAL AND RECREATIONAL SUBCOMMITTEE (5:30-7:30 P.M.)

1. Approval of Minutes from Committee Meeting of 3/18/92
2. Staff Report & Introduction of Industry Representatives
3. Staff Presentation of "Small Boat Marinas, Boat Clubs, Historic Ship and Temporary or Ceremonial Berthing Facilities Profile"
4. Discussion with Industry Representatives
5. Advisory Board Discussion
6. Public Comment (Note: Public comments will be entertained during meeting in addition to official public comment period)

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MINUTES

COMMERCIAL and RECREATION SUBCOMMITTEE
Meeting of April 7, 1992

Attending Board Members: Co-chair Roth,, Co-Chair Moylan, Moy, Cervantes, Woeste, Viera, Scott, Bierman, and Chair Tufts.

Absent Subcommittee Members: Boston, Conley, McCarthy, Secchitano

Attending Port Staff: Huerta, Lung, Florin, Ambrose, Lai

1. Administrative Business

Co-chair Roth convened the meeting of the Commercial and Recreation Subcommittee at 5:40 p.m. The subcommittee members voted unanimously to adopt the minutes of the March 18, 1992 meeting. The subcommittee members then introduced themselves. Keri Lung and Tom Lai of the Port staff introduced themselves, and asked the experts on the panel to do the same. The representatives from the small boat and the historic ship communities included:

Mike Bell - Project Manager for San Francisco Maritime
National Historic Park - National Park Service
Representative for Historic Ships.

Sheila Best - Marina Manager for Pier 35

Carter Stauch - Harbor Master at South Beach Harbor

Joe Houghtelling - President of National Maritime Museum Association

Larry Hitchcock - Boat Builder - Boat Repairs

Betty Boatright - President of Mission Creek Harbor Association,
Representing Bay View Boat Club.

Martha Bella - Commodore Mariposa Hunters Point Yacht Club.

Jim Haussener - Past President of California Association
of Harbor Masters and Port Captains, Past President
of California Marine Parks and Harbor Association,
Boat Owner, Harbormaster.

Keri Lung suggested that the staff forego presenting summaries of the profiles in order to leave more time for discussion because of the number of subject areas to be covered. Lung also noted that there were a lot of people in the audience who wanted to participate in the discussion, and she invited them to feel free to interject their comments. It was agreed that the workshop would begin by discussing issues affecting small boat marinas and services, and that time would be reserved to discuss issues specific to historic ships afterward.

2. Small Boat Marina, Boat Clubs, Boat Yards and Services Profile

The panel members began the discussion by addressing what additional facilities may be required for boat owners in San Francisco. Their comments included the following observations. Although boat ownership among San Francisco residents may not be increasing, and there are vacancies at the two largest marinas, this is a 15 to 20 year plan. Remember that the market absorbed nearly 1,000 new berths during the 1980's, and that it takes time to develop new marina space. Also, with the Mission Bay development planned along the southern waterfront, it is likely that residents there will develop an interest in owning and either berthing or storing boats in the vicinity. In addition, while there are vacancies for larger boats, there are an insufficient number of berths for boats under 30 feet. At South Beach Marina there are currently 130 small boats using larger slips. (South Beach has 350 boats under 30 feet, and only 220 berths that size.) Finally, boat ownership by San Francisco residents should not be measured only by State licenses, but should look at the Assessor's tax rolls. People on the Peninsula berth their boats in San Francisco, particularly those who race.

Panel members also noted that there are ten times more trailerable boats than berthed boats. A member of the audience cited statistics showing that 80% of all boats in the Bay Area are trailerable. There was consensus that San Francisco provided insufficient facilities for launching and storing small trailerable boats.

There is only one public boat launch, and it is currently inoperable. At a recent meeting with the Recreation and Park Department, that has responsibility for maintaining the launch, the boating community learned that the City would make repairs to the launch dock to reopen the facility. There is a possibility that Cal Boating could provide grant funds to make minor improvements to the facility, including improving the slope of the ramp, increasing the dock space, and providing trailer parking along China Basin Street (at least 20 parking spaces.) A member of the audience stated that

the Port's cooperation was requested to provide the land area along China Basin Street to accommodate the trailer parking and the ramp configuration change. The plan is to file for a grant application for \$500,000 by June 1, 1992.

Another panel member suggested that San Francisco needed a 4 lane launch ramp with plenty of parking, and restrooms. There are a lot of models for this throughout the Bay Area, including Richmond, Berkeley, and Emeryville. The ramp could be located between the two boat clubs where the existing ramp is, but parking would have to be provided across the street. These ramps would serve the fishermen and small boat (under 30 feet) owner that can not afford to berth their boats at a marina.

There was also consensus among the panel members that more dry storage space should be provided in San Francisco. San Francisco waterfront is a destination for many Bay Area boaters, and such a facility may attract boat owners throughout the region. Dry storage, tiered or stacked, with a launch ramp could be a very profitable operation. The International Marina Institute has done a lot of research on the financial feasibility of dry storage facilities. Advisory Board member Scott inquired whether there was a study to support potential demand. He noted that Discovery Bay had a very good stacked storage facility, but that facility required sizable capital investment. One panel member stated that the costs rose when tiering or stacking was included, which might not be necessary in San Francisco. Scott noted, however, that if the trailerable motor boats were stacked, then less land area would be required. One panel member suggested that problems of view obstruction could be addressed by concealing the stacked boats behind bulk head buildings.

Another related need that was identified was that of the lack of dry storage and launch facilities for small sailboats. The principal racing class in the Bay are 20 to 25 feet sailboats which can be easily dry-stored.

These boats require a "mast up" facility which would not allow stacking, and because of the keel the boat must be lowered into the water by a crane or hoist. Other Bay Area marinas have this type of facility. The St. Francis Yacht Club in San Francisco has this capability, but usage is limited to members. This type of facility would be in particular demand by boat racers.

A member of the audience pointed out that there was a large paved yard and ramp for trailerable boats at the Hunters Point Naval Shipyard, but that it was not being used due to the uncertain future of that property.

One panel member emphasized that in considering the land use question for the Port, it requires three acres for every 50 trailer/vehicle combinations. One of the Port tenants, Ed Bingham at Pier 64 north noted that he had 35 dry storage spaces and that he could have over 100 if he had more land, provided that the public launch was repaired.

There was also consensus that additional spaces for boats to moor, with secure tie up places, and safe access along the waterfront was needed in San Francisco. One person suggested that condemned Pier 64 be used for a mooring area, or the area between the two boat clubs. Others noted that there used to be a number of mooring locations along the waterfront near the promenade. One person said that Pillor Point provided 200 moorings at \$1 per ft. per month, with the mooring supplied by the owner and inspected by the harbormaster.

Generally, the emphasis by both panel members and participants from the audience was that there is a need for more facilities for small boat owners at low cost, including a public launch ramp, affordable dry storage (\$60 per month) and free moorings and day berths for visitors to the area.

Co-chair Moylan asked whether there was any conflict between the small boats and the ocean going ships in the Bay. The response was that it was not a problem. However, when the ships used to dock at Pier 38 they would blow out their boiler stacks and spray soot all over the expensive sailboats. This is less of a problem now that Pier 38 is not used for ship repair, however, ships docked there on a temporary basis cause this problem occasionally.

A member of the public pointed out that the profile report does not address the needs of kayaks, wind surfers and rowers, which are accommodated now at Aquatic Park with little or no facilities. (Note, these uses are considered purely public recreation uses which will be addressed in Phase II of the Waterfront Plan.)

Co-chair Moylan asked about other services for boaters. The consensus was that there was a need for fueling services and supplies for boaters. A proposal was made to develop those facilities between the two small boat clubs, and Betty Boatright offered to present the Port with a schematic drawing of that proposal. A member of the public noted that the South Beach Marina was not yet complete and that those services could be provided there. That marina needs a revenue generating use on Pier 40 to subsidize marina costs, as was intended when the marina was developed.

3. Profile of Historic Ships

The first question posed was whether there is a potential for adding more historic vessels along the waterfront? One panel member responded by saying that the priority should be that of taking care of existing ships instead of adding new vessels.

Facilities are needed to support existing uses. The Pampanito, (which has paid \$360,000 in rent and has had over 2.1 million visitors over a 10 year time period), needs 4,000 square feet within Pier 45 for storage, restrooms and submarine museum use, as well as some street frontage area. The Maritime Museum needs for additional space could be satisfied by use of a vacant Haslett Warehouse at Hyde Street, but this would not satisfy all of their requirements. The museum needs more space to work on the existing boats, e.g. metal and wood working shops. For example, they need 100,000 square feet to age timbers for use on the historic ships. The wooden ships do have to stay in the water. Also, parking is a general problem in Fisherman's Wharf. The Park Service estimates that they need \$13 million to fund repairs, not including the Wapama which would require another \$13 -14 million.

There was considerable discussion regarding the appropriate location for the historic ships on the waterfront. Arguments in favor of leaving the ships in the Fisherman's Wharf area include: the need for proximity to walk in tourist trade, the historic ships are beautiful to look at and increase commercial restaurant and retail revenues, there is a breakwater at Hyde Street Pier, it would cost too much to develop new facilities, and the existing location has been designated by Congress. Arguments were also advanced in favor of relocating the historic ships, particularly to China Basin Pier 46b, or even the Pier 70 area. Those in favor of moving the fleet argued that the ships were subject to rough weather at Hyde Street resulting in increased maintenance costs, the museum required more space which could be provided, and the Pier 46b location would provide an opportunity to display more historic ships along the waterfront.

The National Park Service is in the process of developing a General Management Plan and a Business Plan to determine how the historic ships and maritime artifacts will be displayed and managed. This work (space planning) is being assisted by the Park Service's Denver office. The Park Service is considering the Pier 46b location, but there is a bias in favor of staying at Fisherman's Wharf. A request was made that the Port consider reserving Pier 46b for a possible move of the museum and ships to the China Basin area.

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AGENDAS

Tuesday, April 21, 1992

The San Francisco Port Commission's Waterfront Plan Advisory Board is divided into two subcommittees for Phase I of the waterfront planning process. One subcommittee will focus on Industrial Water-dependent uses; the other will address Commercial and Recreational Water-Dependent uses. The subcommittees will hold back-to-back meetings at the Port's office (Ferry Building, Suite 3100), in the Port Commission Room; the Industrial subcommittee will meet from 3:00-5:00 p.m., and the Commercial/Recreational subcommittee will meet from 5:30-7:30 p.m. The agendas for this meeting are as follows:

INDUSTRIAL SUBCOMMITTEE (3:00-5:00 P.M.)

1. Approval of Minutes from Committee Meeting of 4/7/92
2. Staff Report & Introduction of Industry Representatives
3. Staff Presentation of "Profile of Support Services"
4. Discussion with Business Representatives
5. Advisory Board Discussion
6. Public Comment (Note: Public comments will be entertained during meeting in addition to official public comment period at the end of the meeting)

COMMERCIAL AND RECREATIONAL SUBCOMMITTEE (5:30-7:30 P.M.)

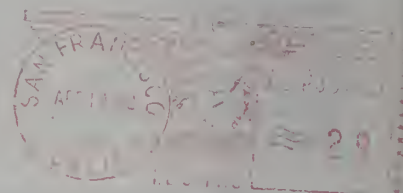
1. Approval of Minutes from Committee Meeting of 4/7/92
2. Staff Report & Introduction of Industry Representatives
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4. Discussion with Business Representatives
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6. Public Comment (Note: Public comments will be entertained during meeting in addition to official public comment period)

If you have comments or inquiries regarding the Port's waterfront planning process please telephone 274-0354 and leave a message, and a Port staff member will contact you as soon as possible.

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MINUTES
COMMERCIAL and RECREATION SUBCOMMITTEE
Meeting of April 21, 1992
///

Attending Board Members: Co-chair Roth,, Co-Chair Moylan,
Secchitano, Boston, Woeste, Cervantes, Moy, Viera, Bierman, Scott

Absent Subcommittee Members: Boston, Conley, McCarthy

Attending Port Staff: Lung, Janis, Florin, Ambrose, Lai

1. Administrative Business

Co-chair Moylan convened the meeting of the Commercial and Recreation Subcommittee at 5:40 p.m. The subcommittee members voted unanimously to adopt the minutes of the April 7, 1992 meeting. Moylan proposed adding a discussion item to the agenda for the May 5th subcommittee meeting as to whether or not the Advisory Board should take a position on current discussions regarding a ballpark or arena for Pier 46B. The committee agreed to add this to the agenda for the next meeting.

Florin, of the Port staff talked about the next meeting on water dependent recreation and commercial activities that have not been covered in previous meetings. Nan Roth was concerned that the topics of swimming, kayaking, and wetlands had not been covered during this phase. Roth was concerned that they were being assigned a lower priority by awaiting the Phase 2 discussions.

2. Profile of Support Services for the Cruise Industry, Passenger Ferries, Excursion Boats, Small Boats and Historic Ships.
The panelists were introduced:

Tim Leonadakis, City Park Inc.

Captain Ghalib Tikari, General Steamship Corporation (Shipping Agency)

Dave Luce, Bay and Delta Tugs

The members of the Advisory Board then introduced themselves. Florin summarized the report on "Support Services for Recreation and Commercial" uses. Mike Janis, Acting Director of Tenant Services summarized recent efforts being made by the Port to address the issue of parking for the sport fishing fleet, including working with merchants to develop a program for subsidized parking.

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Tim Leonadakis talked about his firms efforts to work with the cruise industry to offer parking for people taking cruises from Pier 35. They have a 500 space facility near Pier 35. Also they are working with boat owners regarding special deals for boat owners near Pier 39. City Park operates a garage at Lombard and Montgomery that is largely unused on weekends. Another garage on Beach Street is operated largely as a tourist lot. Leonadakis commented that the Wharf area needs more parking. He has been getting calls from people requesting parking at lots under the freeway. Moylan commented that everyone requests parking. Scott mentioned that there is a large paved lot near Piers 30-32 that is sometimes operated with shuttle service. Captain Tikari mentioned that recently he had to cycle through 16,000 people for a particular event. The principal question posed by the guests was where could they park. "B" Woeste mentioned that a city parking facility, Golden Gateway Garage, in the Alcoa building, operates a shuttle service for people to go to Chinatown and North Beach. Viera suggested that signs showing where there were parking lots would be helpful.

Captain Tikari next talked about his business. He operates as a shipping agent for cruise lines. He arranges for all services for cruise ships coming that call on San Francisco. A cruise ship will need many services when it comes to call including ship chandlers, bonded warehouses and ship repair. A cruise ship is a floating hotel and as such often needs special services. As a shipping agent Captain Takari says that he has to sell the Port. The Port is at a geographic disadvantage and as such it needs to offer better services than most ports. Scott mentioned that cruise experts had told the committee that San Francisco should not expect growth in the industry. Captain Tikari said that if we have a good Port, and offer good services then cruise ships are likely to come.

Captain Takiri mentioned that it was important for his industry that services be available in close enough proximity so that ships on a tight schedule can be serviced. Ships that are berthed in Stockton and Sacramento must be serviced from the Bay Area, and as a result they pay a higher price. There is in his mind a shortage of chandlers and bonded warehouses near the Port. He mentioned that it was important to have a choice between competitors.

Secchitano mentioned that it was difficult for the Port to make a return on these uses. Tikari stated that the San Francisco Port could benefit from providing space because it would encourage suppliers to move to San Francisco. There are 25 steamship agents in the Bay Area, and 4 of whom specialize in supplying cruise ships.

Dave Luce, represented the Bay and Delta Tug Company. They operate 5 tugboats on San Francisco Bay, 3 in San Francisco and 2 in Benecia. They currently operate their boats out of Pier 15. He expressed concern that there were not enough places in San Francisco for hauling out ships. They have used the shop in Alameda, Stones, to do repairs because the location in San Francisco has dredging problems and they can not get their boats in to that India Basin location. They are very happy with their space on Pier 15 although they could use more storage space, as well as access to a good hardware store so

that they can do minor repairs. They share Pier 15 with Parker Warehouse. They only use about 10% of the space at the Pier. They benefit out of the growth in the shipping industry, principally passenger ships. Most of the work that they do is through agents. Staff asked if there might be an advantage to having all of the companies on one pier. Luce mentioned that there was a great deal of jealousy among the companies and that they were unlikely to agree to this. The one problem expressed by Mr. Luce was a difficulty in access to adequate fuel facilities. They now service their ships with a tanker truck at Pier 30 - 32.

The meeting was opened to comments from the public. Captain Aker talked about the Maritime Museum.

A representative from Donco Industries, Marine Repairs, the boat and ship repair company that operates the old Anderson and Christafani boat yard in Bayview, in addition to a facility in Alameda, spoke next. They currently employ between 125 - 175 workers. The biggest problems that they have are dredging problems that prevent access for larger boats. They would also like to have access to a drydock. The channel on which they operate is silting and without adequate dredging they will be forced to shutdown within 12 months. There are currently two major shiprepair companies in San Francisco, and Donco would like to be the third. Andrew Cayne from Donco suggested that the Port evaluate what was done in Portland to help the ship repair industry. Portland currently controls 35% of the private ship repair business on the West Coast. Portland built a multi-company facility on Swan Island. The Port of Portland controls the drydock and individual companies operate on the site.

Bierman commented that she is on the Hunters Point Committee and that the committee is not looking at the issue of using the drydock. Florin commented that the Port has discussed hiring a feasibility consultant to analyze the market for bringing the new drydock on line.

The meeting was adjourned.

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Tuesday, May 5, 1992

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The San Francisco Port Commission's Waterfront Plan Advisory Board is divided into two subcommittees for Phase I of the waterfront planning process. One subcommittee will focus on Industrial Water-dependent uses; the other will address Commercial and Recreational Water-Dependent uses. The subcommittees will hold back-to-back meetings at the Port's office (Ferry Building, Suite 3100), in the Port Commission Room; the Industrial subcommittee will meet from 3:00-5:00 p.m., and the Commercial/Recreational subcommittee will meet from 5:30-7:30 p.m. The agendas for this meeting are as follows:

INDUSTRIAL SUBCOMMITTEE (3:00-5:00 P.M.)

1. Approval of Minutes from Committee Meeting of 4/21/92
2. Discussion on whether or not the Advisory Board should make a recommendation on a proposal for either a Ballpark or Arena at Pier 46B.
3. Staff presentation on Shipping and Water Dependent Industrial activities, including overview of potential new uses, information on support service uses and question and answer session.
4. Advisory Board Discussion
5. Public Comment

COMMERCIAL AND RECREATIONAL SUBCOMMITTEE (5:30-7:30 P.M.)

1. Approval of Minutes from Committee Meeting of 4/21/92
2. Discussion on whether or not the Advisory Board should make a recommendation on a proposal for either a Ballpark or Arena at Pier 46B.
3. Presentation on Potential New Recreation Water Dependent activities including wetlands, swimming, kayaking, rowing, and public boat ramps.
4. Advisory Board Discussion
5. Public Comment

If you have comments or inquiries regarding the Port's waterfront planning process please telephone 274-0354 and leave a message, and a Port staff member will contact you as soon as possible.

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WATERFRONT PLAN ADVISORY BOARD

MINUTES
COMMERCIAL and RECREATION SUBCOMMITTEE
Meeting of May 5, 1992

Attending Board Members: Co-chair Roth,, Co-Chair Moylan, Scott, McCarthy, Conley, Bierman, Flanagan, Viera,

Absent Subcommittee Members: Secchitano, Boston, McCarthy, Moy, Woeste

Attending Port Staff: Lung, Florin, Ambrose, Oshima

1. Administrative Business

Co-chair Roth convened the meeting of the Commercial and Recreation Subcommittee at 5:35 p.m. The subcommittee members voted unanimously to adopt the minutes of the April 21, 1992 meeting. Roth then turned the meeting over to Chairman Tufts for a discussion of the ballpark issue. Tufts reviewed the options open to the committee. Tufts informed the subcommittee that at an earlier meeting the Industrial Subcommittee had voted to defer taking a vote on the issue until the May 20th meeting when the Advisory Board would meet together. Tufts then reviewed for the Commercial and Recreation Subcommittee members the discussion that had occurred at the earlier Industrial subcommittee meeting. Lung noted that, in addition to a vote on whether or not to take a position on the ballpark/arena the May 20th meeting would include briefings Ed Helfeld of the Redevelopment Agency, Kent Sims of the Mayor's Office and Lu Blazej of the Planning Department on deliberations regarding the Hunters Point Shipyard and on the Southeast neighborhoods of the city. Viera expressed concern about fitting all of the items planned for the May 20th meeting together with a discussion on the ballpark. Tufts explained that the ballpark discussion would occur after the other items at the May 20th meeting. Bierman commented that she did not think that the massive size of the ballpark was commonly understood by the public and that if the public understood the walled effect that would be created they would vote against the park. Bierman asked Moylan whether the airport site has been considered by the Ballpark Advisory Committee. Moylan responded that they have been seriously looking at this proposal and that it is under consideration as a multi use facility. The arguments against the site are inclement weather, wetlands issues, opposition from neighboring communities.

Tufts then turned the meeting over to Nan Roth for the remainder of the meeting. Keri Lung gave a brief overview of the topics for discussion. Lung mentioned that open space and recreation land use designations would be considered as part of the Phase II planning process, and that the purpose of this discussion in Phase I was to obtain a preliminary understanding of the general land use needs of those activities that are water dependent. Lung then introduced the "Industry Experts". Jon Nakamura and Ken Coren from the Dolphin Swim

Club, Ruth Gravanis, from Save the Bay, Arthur Feinstein from the Golden Gate Audubon Society, Phil Arnold from the Recreation and Parks Departments, Karen Glatzel from the Port, Mike Berline and Nancy Stretch from South End Rowing Club and Kerstin Magary, from the Catellus Corporation, developers of Mission Bay.

Ruth Gravanis and Arthur Feinstein first discussed the issue of wetlands. Gravanis presented a slide show on the benefits of wetlands for the waterfront. The slide show included a discussion of valuable wetlands areas in San Francisco, including Pier 98, Candlestick Point State Park, and Mission Bay. Gravanis discussed the benefits of wetlands habitats including their role in the food chain, wildlife, recreational uses and the purification of water and soils. Gravanis stated that the Clean Water Act prohibits filling wetlands if there is an upland alternative site. BCDC also prohibits building on tidal wetlands sites. Compatibility of wetlands with other activities is an issue since wetlands are sensitive breeding habitats. Compatibility of wetlands depends on the type of wetlands that you want, breeding grounds are the most sensitive, (in which case even public access should be restricted) feeding and resting are less sensitive. Wetlands are generally compatible with industrial uses. In Alameda County there are wetlands that are adjacent to residential developments. Breeding activity may be limited by surrounding activity but it still can provide spawning, fishery and bird feeding areas.

Kerstin Magary of Catellus described the plans for a wetlands at Mission Bay. The plan calls for an urban wetlands, with island refuges for birds that are inaccessible to people. Estimated cost of creating the wetlands is \$3 to \$5 million. Outside funding will be sought to build the wetlands. If outside funds are available it could speed up development of the wetlands; otherwise Catellus will pay for development, but development will occur only when the areas immediately surrounding the wetlands are developed.

Karen Glatzel discussed the Port's Pier 98 project. The Port intends to use Pier 98 as a permanent wetlands habitat. On-going wave erosion will present a major challenge for the establishment of permanent wetlands. The project is expected to begin construction in 1995 at a cost of \$4 to \$5 million; funding sources for this are still being sought.

Phil Arnold from the Recreation and Parks Department discussed India Basin Park which is designed to complement Pier 98. The community has expressed its desire to have a passive park that will rely on existing landscape, two natural coves and slight enhancement of existing wetlands. Four mini-wetland areas with a walking path along the shoreline are planned with an initial \$300,000 grant. Eventually the park will accommodate small boats (such as kayaks, rowboats) it will have a large grassy area for picnics and possibly a small fishing pier. There will not be any areas for active recreation uses. Total project cost when completed is estimated at \$3 million and it is anticipated to take over 10 years. Moylan asked if there is anyplace on the waterfront that is absolutely critical to be maintained as a wetlands. Gravanis and Arnold agreed that Pier 98 is probably the most important area within port jurisdiction.

Ken Coren of the Dolphin Club next spoke about swimming and boating. He emphasized that the Bay is a safe swimming resource. Ocean and Baker Beach are not safe. Only Aquatic Park provides safe conditions, that is it provides waters that are protected from currents and motorized vessels. With 1600 swimmers San Francisco has the highest concentration of channel swimmers anywhere in the United States. The Clubs themselves are important public resources, they are open, have relatively cheap memberships and they may be used on a day use basis.

Limited additional facilities are needed to accommodate swimming and non-motorized boat uses. They need level entry areas, and for windsurfing or kayaks, adjacent parking areas. Coren believes that kayakers and windsurfing will be putting additional demand on the Port for safe access to water. Coren expressed concern about walling off the waterfront from users of the water contrary to the intent of Proposition H. There is a need for clean water. The Port should do its part for improving water quality by imposing discharge restrictions on Port tenants. Mike Berline from the South End Rowing Club mentioned that Piers 33 and 39 provide open swimming access points. No facilities are needed for this use, except to maintain what access currently exists. Basically any place between Aquatic Park and Bay Bridge is good to swim in. Swimming outside Aquatic Park requires a pilot for safety however, that is a non-motorized craft to accompany the swimmers. The Boat Clubs provide such pilots for members but not for the general public due to liability insurance limits. Lung asked for ideas that the Port could use to limit its own liability. Berline believes that the current law already limits the Port's liability.

The meeting was next opened for public comment. Bob Issacson stated that the back up land to Piers 48 and 50 should be used for wetlands when these lands are not necessary to support water dependent uses on the Pier. Jeff Brown commented that Mission Creek, Islais Creek and the Beach adjacent to Pier 66 are good places for launching canoes. Aquatic Park is less desirable for kayakers because of lack of parking. Allen Gross of the Bay View Boat Club commented that swimmers and boaters can share facilities; boat launching areas can be expanded if Port provides an area for additional parking spaces.

Phil Graf of Concerned Boaters - The National Water Rights Association, mentioned that swimmers and small boaters coexist in Aquatic Park, as long as people are reasonably responsible. Graf requested that the Board leave small pieces of existing beach in an undeveloped state similar to that which is being done at India Basin. Jim Gravanis commented that Pier 46B is a bad site for a ballpark. Dehnert Queen commented that the Board should consider his proposal for a Small Business Bowl.

The meeting was adjourned at 7:50 pm.

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INDUSTRIAL SUBCOMMITTEE
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Tuesday, June 2, 1992

The San Francisco Port Commission's Waterfront Plan Advisory Board is divided into two subcommittees for Phase I of the waterfront planning process. One subcommittee will focus on Industrial Water-dependent uses; the other will address Commercial and Recreational Water-Dependent uses. The subcommittees will hold back-to-back meetings at the Port's office (Ferry Building, Suite 3100), in the Port Commission Room; the Industrial subcommittee will meet from 3:00-5:00 p.m., and the Commercial/Recreational subcommittee will meet from 5:30-7:30 p.m. The agendas for this meeting are as follows:

INDUSTRIAL SUBCOMMITTEE (3:00-5:00 P.M.)

1. Approval of Minutes from Full Advisory Board Meeting of 5/20/92
2. Staff Report
3. Review of Summaries for industrial water-dependent activities, which focus specifically on the land use needs of each use. The summaries, as revised, will provide the basis for the subcommittee report to the full Advisory Board meeting scheduled for June 16, 1992 at 4:30 p.m.
4. Public Comment

COMMERCIAL AND RECREATIONAL SUBCOMMITTEE (5:30-7:30 P.M.)

1. Approval of Minutes from Full Advisory Board Meeting of 5/20/92
2. Staff Report
3. Review of Summaries for commercial and recreational water-dependent activities, which focus specifically on the land use needs of each use. The summaries, as revised, will provide the basis for the subcommittee report to the full Advisory Board meeting scheduled for June 16, 1992 at 4:30 p.m.
4. Public Comment

If you have comments or inquiries regarding the Port's waterfront planning process please telephone 274-0354 and leave a message, and a Port staff member will contact you as soon as possible.

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SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
COMMERCIAL AND RECREATION SUBCOMMITTEE
Meeting of June 2, 1992

Attending Board Members: Co-Chair Moylan, Roth, Cervantes, Scott, Tufts, Bierman, Viera.

Absent: Boston, Conley, McCarthy, Moy, Seochitano, Woeste

Attending Port Staff: Huerta, Lung, Florin, Ambrose, Lai DOCUMENTS DEPT.

The meeting commenced at approximately 5:45 p.m.

JUN 10 1992

SAN FRANCISCO

1. Administrative Matters

Moylan regretfully announced the resignation of Emily Rodriguez from the Advisory Board and circulated copies of her resignation letter to the subcommittee members. Staff will be following up with recommendations for her replacement, which will require Port Commission approval. Moylan suggested that a letter be sent to Rodriguez thanking her for her service on this committee.

Roth commented on the minutes of the May 20th meeting of the full Advisory Board. Roth did not feel that the report on Maher's proposal was specific enough in regards to Supervisor Maher's comments regarding letting the public back to the waterfront by removing piers that were not needed for maritime use. Viera challenged the notion of the piers not being useful if they were not in direct maritime use. Staff will submit revised minutes for the May 20th meeting that will reflect the changes requested by the committee. The minutes were tentatively adopted pending the changes.

2. Staff Report

Michael Huerta briefed the subcommittee about a proposal initiated by San Diego Mayor Maureen O'Connor to enable cities to gain control of Port authorities, thus providing a new source of General Fund revenue. Such a measure which has been generally discussed with Governor Wilson, would allow San Diego to build a new library. In response to questions from a Board member regarding the appropriateness of adopting a position on the matter, Huerta indicated it was premature since no formal legislation has yet been drafted. In response to questions from the Board Huerta also commented that he did not know if this would apply to all ports.

3. Waterfront Plan Phase One Work Products

Lung provided an overview of the remaining tasks to complete Phase One as described in the May 27th and June 2nd memos to the Advisory Board. In reviewing the approach for the Land Use Evaluation Matrices, Bierman asked how the public would have a chance to comment on the recommendations in the matrices. Bierman suggested that we solicit public comment on the matrices and actually defer adoption of the matrix until a subsequent meeting, once the public has had a chance to respond.

Staff commented that even if a decision was made at the June 16th meeting it could be tentative until public comment could be solicited. Scott questioned whether or not we would be able to complete the matrices in one session. It was determined that we would start on June 16th and continue work on the matrices at future meetings until completed. Moylan suggested that we send summaries and matrices to industry representatives and to the interested public and attach a form that asks them to return comments to staff.

Commercial and Recreation Summaries

Florin proceeded to review each item in the Cruise, Excursion Boat, Commuter Ferry, Recreational Water Users, Historic Ships, and Temporary and Ceremonial Berthing summaries incorporating revisions as provided by subcommittee members. Revisions to the summaries have been prepared to respond to comments that were aired. Pending approval of those revisions at the next Advisory Board meeting, the subcommittee members accepted the information in the summaries as being a fair factual representation of the land use-related information contained in the industry profiles and discussed during the roundtable discussions.

Please refer to the proposed revisions to the summaries (noted with a "REVISED - 6/2/92" in the upper right corner), which reflect the bulk of the subcommittee discussion.

A quorum for the meeting was lost at 7:35 pm however discussion of the summaries continued until 8:40 pm. No votes were taken.

